

Volume 2, Issue 2  
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#### SPECIAL POINTS OF INTEREST

There are a number of reports prepared by the staff at the end of each year. All are available to employees and the general public by contacting Mark Drennen @ (419) 213-4401. The following are some of the available reports:

- Annual Road, Bridge, and Culvert Condition Report
- 5-Year Capital Improvement Program
- 2003 Annual Report
- 2004 Capital Improvement Report for the Ohio Public Works Commission
- County Engineer's Annual Report to the Townships

The new map atlas is now available to the public. One free copy per County Resident can be picked up at the Engineers Office in Government Center or at the Road Maintenance Department in Maumee. Additional Copies are \$2 each. Shipping

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## The Earley Edition

Keith G. Earley, P.E., P.S.  
Lucas County Engineer

### ENGINEER'S MESSAGE

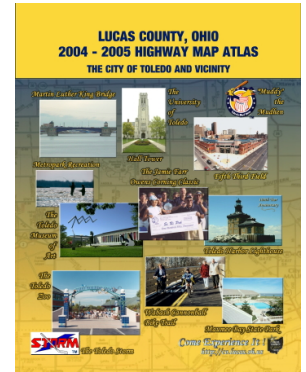
In this issue, we are featuring "new tasks and continuing technology changes" which are occurring at a rapid pace. The challenge of adjustment to change and to do more with the resources we have, has always existed, but now seems to be exaggerated with the technology advancements of the recent past.

One way of addressing new challenges is by partnering with other agencies and/or the private sector. Another is to spread the work load over a broader base of staff, to cross-train employees, and to reassign tasks to those with flexible workloads. Implementing technology changes to speed up delivery of services and reducing manual effort is also essential.

In all such endeavors, the immediate change sometimes takes more effort. The goal of improved service and lowering costs of longer range improvements is attainable if we remain flexible and willing to try new solutions or technologies to unsolved or existing problems.

A great example of implementing changing technology is the new highway atlas map. Under the direction of Mark Drennen, with assistance from Sheila Marciniak, Kara Dever, and Andy Stauffer of the County Auditor's GIS staff, many of our staff helped in the project by reviewing a section, assignment, or proof checking. The end result is a greatly improved product which will be easier to update and maintain.

I would like to extend my personal thanks to the staff, the County Auditor's staff, the Board of Lucas County Commissioners, E911, the U.S. Post Office, the municipalities, the townships, and all of the other agencies who assisted with the production of the new atlas map. It really reflects positively on our staff and our County.



### NEW HIGHWAY MAP ATLAS IS COMPLETE

MARK DRENNEN

The initial reaction from the public has been outstanding. "Wow, what a great map, and it doesn't have to be folded!" and "this is one of the nicest maps I have ever seen" are just some of the quotes that are similar to many responses.

The new format allowed for many new features such as an index for major points of interest and attractions, along with the region's numerous metroparks, preserves, and recreation areas. Also included are police stations, fire stations, libraries, post offices, elementary schools, and park and ride lots. A larger scale allowed for better identification of private streets and proposed streets in developing areas. The addition of the major drainage outlets was also a new feature.



Special thanks to Kara Dever, Andy Stauffer and Sheila Marciniak

If you have any suggestions to make the road atlas better or more user friendly, please contact Mark Drennen, Administrative Deputy, at 419-213-4401 or email [mdrennen@co.lucas.oh.us](mailto:mdrennen@co.lucas.oh.us). Your input is greatly appreciated.

**PROJECTS LET IN 2003**

PROJECT	AWARD AMOUNT
Pump Station & Assembly @ Cobblestones Subd.	\$ 27,250.00
2003 Crack Sealing Program	\$ 85,190.00
Lathrop Road Improvement	\$ 608,771.11
Raised Pavement Markers	\$ 32,549.60
Neapolis-Waterville Road	\$ 498,719.09
Annual Sealing Program	\$ 28,944.00
Providence-Neapolis-Swanton Road	\$ 657,843.60
Thermoplastic Pavement Markings	\$ 77,512.93
Albon Road / Angola Road / Centennial Road Intersection	\$ 805,987.86
Corduoy Road & Howard Road	\$ 468,079.80
Brint Road Storm Sewer	\$ 335,558.00

PROJECT	AWARD AMOUNT
Annual Reclamation & Overlay (Sylvania Avenue)	\$ 209,199.95
Guardrail Upgrade Project	\$ 202,600.00
Monclova Road Bridge #395	\$ 226,256.70
Weckerly Road / Finzel Road along w/Finzel Rd.	\$ 517,543.05
US 20A / Brairfield Boulevard Intersection Imp.	\$ 168,675.25
Salisbury Road / Briarfield Blvd.	\$ 154,500.00
Annual Resurfacing Program, Phase 1 (w/Sylvania Avenue Bike Trail)	\$ 740,092.80
Annual Resurfacing Program, Phase 2 (Thin Overlay)	\$ 371,277.40
Shoreland Avenue Storm Sewer Replacement	\$ 51,455.00
King Road / Cougar Lane / Sylvan Towne Blvd. ~ Signal	\$ 157,845.55
Wabash Cannonball Trail, South Fork (Phases 2B, 2C, 2D, 2E & 2F)	\$ 1,539,979.05
Shoreland Heights Subdivision	\$ 88,888.00

**2004 PROPOSED CAPITAL IMPROVEMENTS**

PROJECT NAME	APPROX. CONSTR. COST
Bancroft Street (State Route 295 to Irwin Road)	\$ 604,397.35
Summit Street Bridge #352 over Ottawa River - Rehabilitation	\$ 3,031,234.47
Mitchaw Road (Brint Road to Sylvania-Metamora Road)	\$ 291,704.23
Holloway Road / Salisbury Road Intersection Improvement	\$ 394,750.94
Annual Road Sealing Program	\$ 140,000
Annual Traffic Safety Program	\$ 200,000
North Texas Street (Whitehouse-Spencer Road)	\$ 365,000
Annual Drainage Program	\$ 450,000
Annual Resurfacing Program, Phase 1	\$ 800,000
Annual Resurfacing Program, Phase 2 (Thin Overlay)	\$ 400,000
Brint Road Improvement (Fulton-Lucas Road to Lathrop Road)	\$ 560,000
Garden Road at Holloway Road Intersection	\$ 585,000
Eber Road (US 20A to Garden Road)	\$ 715,000
Wilkins Road (State Route 2 to Soul Road)	\$ 375,000
Holland-Sylvania Road (State Route 2 to Bridge #590)	\$ 150,000
Annual Reclamation & Resurface Program	\$ 230,000

## CHANGES IN TECHNOLOGY OVERVIEW - BRIAN S. MILLER

### COMPUTERIZATION OF THE ENGINEER'S OFFICE

"1984", the Orwellian date of the "future" was the year the Lucas County Engineer's Office purchased an HP 150 with monochrome monitor, two floppy drives, keyboard and printer. This computer was used for storing and dissemination of the Engineer's infrastructure inventories - pavement, ditches, culverts, signs; etc. A few years later, the first CAD (Computer Aided Drafting) workstation computers were purchased for the purpose of creating plan sets which were previously drawn by hand on the drafting board. These "electronic" plans were then printed to a large format paper/pen plotter. These proc-

esses introduced a large learning curve into drafting production.

This new technology also made its way into the clerical and administrative departments, effectively "connecting" the staff and increasing communication and workflow efficiency. As time passes, ongoing computer software and hardware purchases and upgrades that replace older systems, have increased the speed at which staff members perform their duties. Newer CAD software now integrates all Survey/Civil/Design procedures for a more fluid workflow. The advent of GIS (Geographic Information Systems) has allowed a more dynamic approach to delivering

data via the internet to both the public and private sectors.

Our Construction Department is currently using Construction Management software that allows our construction staff to maintain and synchronize data for daily activities through the use of handheld devices (PDA's). Future PDA programs are being planned and developed for other inspection activities.

Finally, coming full circle, we have enabled all our staff to update, view, and share the original inventory databases through a Universal Database.

The Engineer is committed to using the latest technologies to provide the public with the best

and most efficient service. We certainly have come a long way in the past 20 years and the use of computer applications to engineering in the future is limited only by the imagination.

Number of Office/Garage Computers: 38

#### Software Technologies

CAD: AutoCAD 2002/2004

GIS: ArcView/ArcMap

Construction: Morf's Build-A-Form using Palm Technology

Web Application: Benchmarks/Blue Book/References

### CEAO BRIDGE INSPECTION PROGRAM—PHASE II

The Lucas County Engineer's Office took the initiative to create the Windows version of the CEAO Bridge Inspection Program released in 2001. This was the first phase of the project. Our office is now in the second phase of this project to create an inspection form for a handheld device (PDA), specifically, the PocketPC.

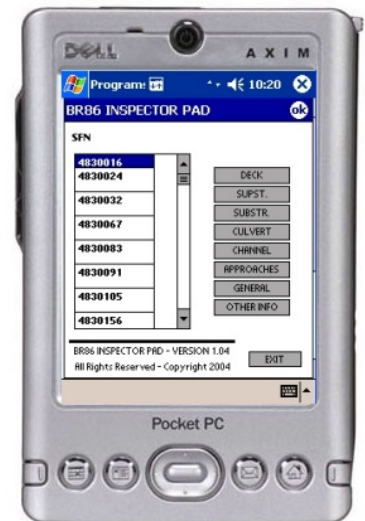
This new application would allow County Bridge Engineers and Inspectors to go through-

out their county doing bridge inspections without having to carry a laptop computer or paper inspection forms.

After inspections are done, the database file that carries the new inspections is then downloaded from the device to a PC, to be synchronized back to the bridge program. This will help eliminate paper work and should also allow for faster inspection times.

This second phase is entering beta testing and a presentation of the application will be held at the CEAO Summer Conference, in Erie County in June.

The CEAO BR86 Inspector Pad Program is pictured right.



### DOCUMENT IMAGING AND SCANNING



Small Document and Large Format Scanners

The Lucas County Engineers are currently in the beginning stages of a major project, set forth by the Lucas County Commissioners, that will allow this office to begin scanning the hard copy documents and large format plans into a county-wide document imaging system.

The Engineer's Computer Manager has been appointed the local System Administrator to provide administrative du-

ties and support for the scanning equipment and software. A committee has also been formed to advise, regulate and provide technical support to the local scanning system administrators for all county agencies currently involved with this project. This committee is known as the IAG (Image Advisory Group), headed up by the Lucas County Information Services.

Once production is under

way, these scanned documents will provide a one-stop-shop location for the office staff to access these documents by querying the imaging system directly from their computers. This will also allow for providing storage of documents more efficiently and obtaining information faster for the Engineer's group.





### JIM O'HEARN'S RETIREMENT PARTY

Jim O'Hearn, Bridge Engineer for the Lucas County Engineer's Office, retired on April 2, 2004. After 27 years of dedicated service, a celebration was given in his honor.

Former County Engineer, George Wilson, and current County Engineer, Keith Earley, flank Bridge Engineer Jim O'Hearn at his retirement party.



Former County Commissioner Sandy Isenberg was on hand to help celebrate Jim's long career with the Engineers.

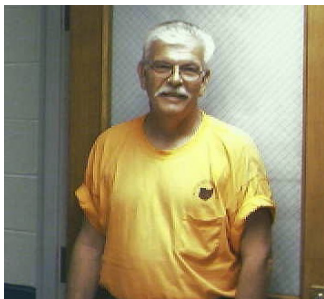
### RETIREEE NEWS

Jim Woodward, retired Drainage Engineer, reports that he and his wife went to England for 12 days in September of 2003. They spent 3 days in London, and then rented a car and visited Stratford-on-Avon, Oxford, and Bath. They also toured Warwick Castle and Stonehenge.

"We stopped for gas and to study the map to figure out where we were. At the pump island, in the new rental car, I couldn't find the fuel door release. We both looked and looked all over the dash. Meanwhile, a lady who was probably in her 80's, gassed up on the other side of the pump island and then went in to pay for her gas. I finally found the fuel door release and was intently studying the fuel choices when the lady returned after paying. My choices were diesel, premium unleaded, and regular leaded. Because I wanted regular unleaded, I was looking at the other pump islands to make sure those were my only choices. The lady assumed I didn't know how to pump gas and explained to us to "just place the hose nozzle in the little hole and pull the trigger". I struggled to keep a poker face and did what she told me. After she drove away, I couldn't help but laugh as I imagined her telling her friends about her helping this dumb American".

Jim says he misses the Staff and the "big stakes" Hearts games at lunch. His advice to any soon-to-be retirees is "do plan on staying busy, but busy can be a walk in the Metropark or reading a book on a new subject".

### EMPLOYEE PROFILE



**George Shephard  
Equipment Operator IV**

George Shephard, Equipment Operator IV, started working for the Lucas County Engineer on January 28, 1974. George has 2 children, Heather and Matt, and will have his first grandchild in August. He and Cathy, a retired School Principal, have been together for over 20 years.

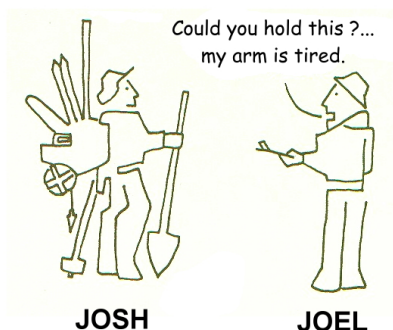
George plans on traveling after he retires and says the secret to life is "laughter". He likes to

attend NASCAR races, fishing, boating, and driving his 1963 Chevy Impala. He enjoys a big juicy steak at Mancy's and his favorite charity is the American Cancer Society. We appreciate George's sense of humor and his many years operating heavy equipment at the Maintenance Garage.

### HAPPY BIRTHDAY to . . . . .

<u>Month</u>	<u>Employee Name</u>	<u>Birthday</u>
May	Wimberley, Greg D.	2
	Warner, Kyle P.	4
	Myers, Ronald L.	7
	Head, Robert R.	10
	Molnar, Galen P.	11
	Stopera, Timothy	12
	Neubert Jr., Robert A.	19
	Kirkwood, Joel W.	22
	Simms, La'Torian Jinai	23
June	Lemle, Eugene W.	3
	Scofield, Phillip W.	3
	Schuster, Nicholas T.	4
	Kettman, Kimberly A.	6
	Zienta, Bryan A.	6
	Craft, Eric R.	11
	Veres, David A.	11
	Callahan, John W.	14
	Tyson, Edward L.	19
	Bruss, Michael P.	22
	Kashmer, Michael C.	28
	Poulson, Joseph W.	28
July	Johnston, James A.	4
	Ruiz, Michael R.	5
	Meyers Jr., Robert W.	6
	Bernhard, Scott B.	7
	Machoukas, David M.	9
	Harmon, Michael A.	11
	Pritscher, Dennis	16
	Walborn, Troy T.	16
	Bocook, Clarence R.	19
	Harrison, Jeffrey P.	25
August	Lohse, Jeffery M.	29
	Shepherd, George E.	3
	Perlaky, John R.	9
	Sweeney, Douglas J.	11
	Laney, Jon R.	16
	Ruhlman, Roger	23
	Fox, James C.	31

### *The Adventures of Lucas*



**JOSH**

**JOEL**

The winner of this issue's caption contest is Brian W. Miller

## ROAD MAINTENANCE DEPARTMENT

BOB MYERS

The Road Maintenance Department had a great start this spring working on projects suggested by the roadway inspection survey. The new berm reclamation operation using the "Claw" worked well and 40 miles of roadway berms were restored along with an additional 17 miles of berm improvements with new stone added. 27 ADA ramps were constructed on the North Branch of the Wabash Cannonball Hike/Bike Trail at intersecting roads. The spring cleaning/painting of traffic islands was also completed by the traffic section.

At the present time, the department is addressing 12 miles of shoulder improvements along 9 County Roads. Guard rail adjustments in Jerusalem Township, the first mowing cut, and 11 ADA ramps along Salisbury Road are also being done. In the Traffic Section, the paint truck operation has started along with the normal sign maintenance crew.



ADA CROSSINGS ON WABASH-  
CANNONBALL BIKETRAIL



SPRING BERM CREW AT WORK ON FRANKFORT ROAD

## Salisbury/Dussel/I-475 Interchange

JOHN CRANDALL



In 1997, Arrowhead Business Park representatives met with various public agencies to discuss the peak hour congestion at the Interchange. The Interchange, which opened in 1987, was near design year traffic on its opening day. After just 9 years, the City of Maumee developed and submitted alternate solutions to the Ohio Department of Transportation (ODOT) to address existing congestion and continuing growth.

The City of Maumee, Lucas County, and the Toledo-Lucas County Port Authority decided to form a coalition, and provide \$4.6 million to study traffic solutions and acquire right of way before the adjacent land became developed. The County share of \$2 million was split between the Lucas County Commissioners and the Lucas County Engineer. The Ohio Department of Development added \$500,000 and the City of Toledo commit-

ted \$600,000 to the local effort.

Initially, it was hoped that the proposed interchange improvement would include access to US-20A (Illinois Ave.) which is 0.7 mile south of Salisbury Road. However, traffic projections showed that access can not be added at US-20A until I-475 is widened to 6 lanes.

The joint local effort involved developing traffic projections, environmental screening, an interchange modification study, and advanced acquisition of right of way for a future braided interchange serving both Salisbury/Dussel and US-20A/Illinois. A two (2) phase interchange modification plan has been approved by O.D.O.T. and the Federal Highway Administration which will allow future access at US-20A while moving forward the necessary improvements at Salisbury/Dussel.

The estimated project cost of the proposed interchange modification is \$35 million. The Transportation Review Advisory Committee (TRAC) has a funding proposal that shows \$5.5 million being provided by local government agencies, \$1.5 million from private sources, \$10.5 million from the Turnpike Authority, and \$17.5 million from the TRAC. In December of 2003 the TRAC announced it will have its share of the construction funding by Funding Year

2006 with \$5 million available for right of way acquisition in 2005. In April of this year, ODOT announced the selection of Euthenics, Inc. for final design plans. The schedule may seem aggressive, but half of the 26 acres required for Phase I right of way has already been acquired or set aside by reservation agreements.

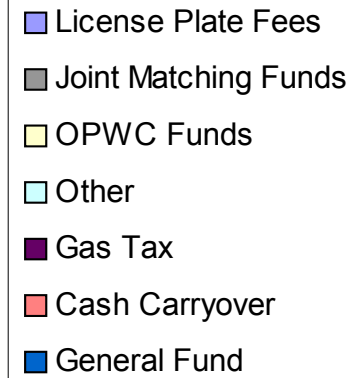
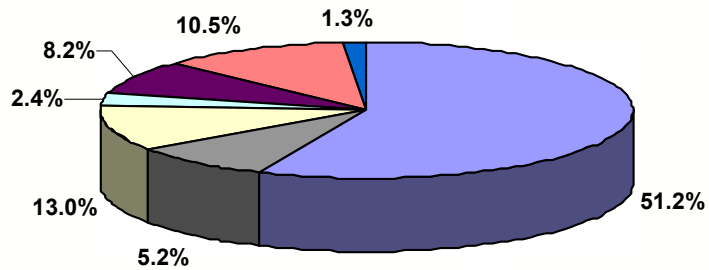
The foresight of right of way needs and pre-project acquisition has allowed the adjacent land to remain undeveloped which makes the proposed modifications possible. The intersection of I-475 and I-80/90 (Ohio Turnpike) is a perfect example of the difficulty and expense to make interchange improvements after development takes place around the intersection of major highways.

Further to the west of I-475, the County Engineer's Office, with the support of the Board of Commissioners, is involved in a number of roadway projects. These projects which total approximately \$22.5 million, will be the subject of a future article. The Engineer's Office continues to be pro-active in this area of rapid growth and will continue to work with developers and other public agencies to address overall transportation needs.

## FISCAL

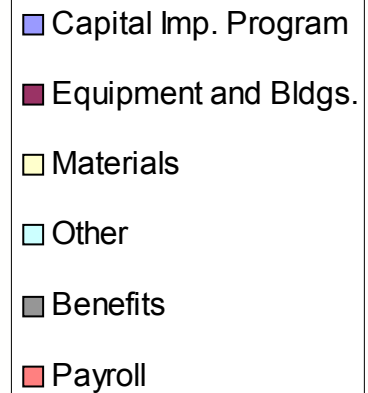
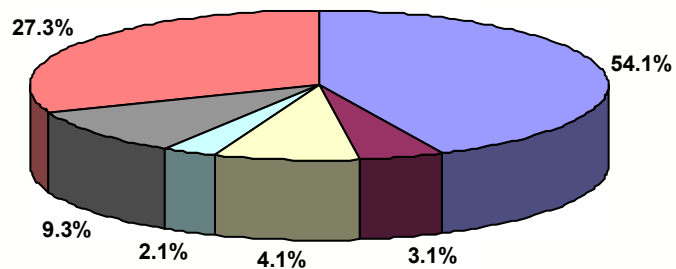
### REVENUE

\$18,506,410



### EXPENDITURES

\$17,450,231



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*Engineering safety today  
for a better tomorrow.*



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